



DESIGN NARRATIVE

Gateway
Apartments

04/28/15

SITE
DEVELOPMENT
PERMIT

THE WOLFF
COMPANY

The Issaquah Gateway project intends to fully meet the goals outlined in the Central Issaquah Plan (C.I.P.) by making a commitment to public parkland and wetlands preservation while providing much-needed family friendly housing. A walkable, urban scale street network will be established to allow safe, convenient circulation by all modes and promote community interaction. The project will meet prescribed density levels while remaining seamlessly integrated into its ecologically sensitive surroundings.

The project is situated on a gently sloping site bordered by I-5 to the north, Newport way to the south, and the Rowley Properties planned Hyla Center to the east, with views north to Lake Sammamish. Neighbors to the project include Arena sports, a veterinary clinic, and the Sammamish Point condos. The approximately 30-acre site is bounded at north and east edges by Class II wetlands and bisected by Schneider Creek. The development will preserve approximately 6.5 acres of the site as natural areas enabling the future potential naturalization of Tibbets creek, and will dedicate land greater than 2-acres to a Neighborhood Park.

The project's prominent location near I-90 presents a unique opportunity to create a gateway as drivers enter Issaquah from the west. To take advantage of this, two five-story residential buildings will front I-90, using distinctive architecture to create a sense of arrival and establish an urban scale for Central Issaquah. The project is also adjacent to Newport Way, an important regional cycling route and part of the Mountains to Sound greenway trail network. The project has the potential to improve access between Central Issaquah and Newport way by creating a portion of the Shared Use Trail connection between Newport way and the future Hyla Crossing development site.

To facilitate community connections and provide eyes on the street, entrances to all ground level residential units will open directly to a through-block corridor, a neighborhood park street, or a sidewalk. Upper level units in ten and twenty unit buildings will share a common entrance also facing a main pedestrian circulation route. Both the clubhouse and outdoor community space are located at the intersection of the site's green through-block corridors, providing safe vehicle-free access to all units and further encouraging neighbor interaction.

At the site's northern edge, a pair of five story, eighty unit buildings abuts I-90 establishing a gateway that marks the entrance to Issaquah from the freeway's eastbound lanes. The eighty unit buildings' northern locations provide a visual and acoustic barrier from the freeway for the rest of the site and preserve solar access for lower



ten and twenty unit buildings located to the south. Each building will share a single grade level entry, with shared parking visually screened from sidewalk grade. Secure shared bicycle parking for eighty unit buildings will be located at the garage level. Plantings will screen the parking areas while plantings on the north side of each building inside the 'L' shape present an opportunity for additional landscaping and/or natural area dedication.

Smaller scale three story ten and twenty unit buildings provide a mix of unit types and sizes allowing a dense, multifamily housing typology conducive to families and larger household sizes. At-grade units in these buildings are planned to have ground related exterior entrances and upper units accessed in a walk-up style by a shared stair. Tuck under garage parking with an associated outdoor tandem stall minimize the amount of surface lot required while providing an appropriate parking ratio for larger units.

All residential units will share access to an iconic clubhouse located in front of the main entry lane to establish a sense of arrival and place for residents and visitors. The community clubhouse supports the family-friendly mission of the project by serving as a social hub and activity center for residents and their children. All mailboxes will be centrally located at the clubhouse, encouraging daily social interaction. A community room will be available for resident gatherings and workout rooms as well as an outdoor pool will create opportunities for recreation and play. Outdoor community space surrounding the clubhouse will provide a semi-private recreation area for residents, while allowing resident recreation to spill over to the adjacent parkland across the neighborhood loop street.

Of the project site's 30 acres, approximately 13 acres will be developed to provide 400 residential units across eighteen buildings in 10-unit, 20-unit, and 80-unit configurations. Residential density in developed areas will reach 30 units per acre, allowing the preservation of 8.8 acres to public parkland, wetland, and natural areas while providing the community with much needed family-oriented housing. A green necklace at the site's periphery will leave habitat and sensitive natural areas intact, as well as offer opportunities for public park facilities and new neighborhood connections.

A new shared-use regional path will provide pedestrian and bicycle access between Newport Way and the future Rowley Properties Hyla Crossing project to the east, offering a low-traffic alternative to Newport Way for users navigating the Mountains to Sound Greenway. Vehicular access to the site will be provided from Newport Way and will be aligned with the current driveway location with a new signalized intersection consisting of full crosswalks will provide pedestrians and bicyclists a safe crossing of Newport Way to connect with the new parkland and shared use path.

The Wolff Company will be pursuing a lot boundary adjustment that will divide the property along Schneider Creek, minimizing impacts to the creek and preserving the western corner of the site for future development. The development will comply with all required setbacks, will avoid disturbance of wetland areas, and will establish a habitat friendly buffer at the periphery of the project.

Emergency access to the site will be provided at two locations, via both the main entry at Newport Way as well as through an emergency-vehicle-only easement connecting to the Arena Sports parking lot. Fire code compliant hammerhead turnarounds are located at the northeast and northwest corners of the site, allowing full fire truck access from the site's circulation network to the perimeter of both eighty-unit buildings abutting I-90 as well as all smaller buildings.



At the center of the site, a legible neighborhood park street loop encircles an urban scale grid of alley courts, woonerf courts, and through-block corridors. Street dimensions of the loop street, including pedestrian areas, planting, parking spaces, and drive lanes will comply with C.I.P. requirements for neighborhood streets. Secondary vehicle and pedestrian access between residential units and the loop street will occur via secondary circulation elements. At the heart of the site, green through-block corridors will provide residents with direct, off-street connections to the community clubhouse amenity, as well as to the green necklace areas at the periphery of the project. These corridors will comply with C.I.P. requirements, providing a minimum twenty feet clear for plantings and a minimum ten-foot-wide pedestrian pathway while dividing each block into frontages no wider than 200 feet.

Resident parking will be located to the rear of each building in a common pedestrian scaled parking area. To activate neighborhood streets and parking areas, access between parking spaces and residential units will be provided via open-air passageways connecting through each building from the street front to the parking area behind. Parking areas are designed with pedestrian-scaled materials and plantings to slow vehicle speeds and to allow for flexible active uses as well as vehicle parking. For two- and three-bedroom units, a tandem-parking configuration may be provided which will maximize space efficiency while providing residents with adequate parking. Parking for one-bedroom units and guests will be located along in parking areas and along the neighborhood street loop. Space for secure bicycle parking in ten and twenty-unit buildings will be provided in the individual garages and at the common building entry.